

Maryland Historical Trust

Maryland Inventory of Historic Properties number: WA-I-737

Name: US 11 over Potomac River & WMAR

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended _____	Eligibility Not Recommended <u>X</u>
Criteria: <u>  </u> A <u>  </u> B <u>  </u> C <u>  </u> D Considerations: <u>  </u> A <u>  </u> B <u>  </u> C <u>  </u> D <u>  </u> E <u>  </u> F <u>  </u> G <u>  </u> None	
Comments: _____ _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

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Maryland Inventory of Historic Properties  
Historic Bridge Inventory  
Maryland State Highway Administration  
Maryland Historical Trust

MHT Number WA-I-737

**Name and SHA No.** US 11 over Potomac River and Western Maryland RR/21001 (2100110)

**Location:**

**Street/Road Name and Number:** US Route 11

**City/Town:** Williamsport Vicinity x

**County:** Washington

**Ownership:** x State    County    Municipal    Other

**This bridge projects over:**    Road x Railway x Water    Land

**Is the bridge located within a designated district:**    yes x no

   NR listed district    NR determined eligible district

   locally designated    other

Name of District           

**Bridge Type:**

   Timber Bridge

   Beam Bridge    Truss-Covered    Trestle

   Timber-and-Concrete

   Stone Arch

   Metal Truss

   Movable Bridge

   Swing               Bascule Single Leaf    Bascule Multiple Leaf

   Vertical Lift    Retractable    Pontoon

x Metal Girder

   Rolled Girder    Rolled Girder Concrete Encased

x Plate Girder    Plate Girder Concrete Encased

   Metal Suspension

☐ Metal Arch

☐ Metal Cantilever

☐ Concrete

☐ Concrete Arch ☐ Concrete Slab ☐ Concrete Beam

☐ Rigid Frame

☐ Other Type Name \_\_\_\_\_

### **Description:**

**Describe Setting:** Bridge 21001 (2100110) carries US Route 11 over the Potomac River and the Western Maryland Railroad. US 11 runs in an east-west direction at this location; the Potomac flows north-south and the railroad runs generally north-south. The bridge is located just outside the small town of Williamsport. The West Virginia bank of the Potomac is wooded; the Maryland side has the railroad, associated industrial structures and open fields.

**Describe Superstructure and Substructure:** Bridge 21001 (2100110) is a 17 span welded plate girder bridge. Thirteen of the spans are 100' long; 2 are 89'; one is 118'; one is 89'. The total bridge length is 1,680'. The bridge deck is concrete with bituminous overlay on the wearing surface of the roadway. There are concrete jersey barrier walls along both sides of the deck the entire length of the bridge. For approximately the first 50' of the east and west end of the bridge there is a chain link protective fence attached to and projecting up from the jersey walls. The rest of the deck has W-beam guardrails attached to the top of the jersey walls. There is a date plaque at the entrance to the bridge on the Maryland side, north elevation. The superstructure is in good condition, with flaking paint and some rusted areas.

The substructure is made up of two concrete abutments and wing walls and 16 concrete solid shaft piers, with concrete collars and bases. The abutments and piers are in good condition, with some cracks and spalling. There is no evidence of severe undermining or scour at the bases of the piers.

**Discuss Major Alterations:** Bridge 21001 (2100110) was rehabilitated in 1980. At this time major repairs were made to the floor system and beams, with several of them being replaced. The deck was also replaced at this time, as well as repairs to the abutments. In 1991 emergency repairs were made to 4 of the 20 piers. These 4 piers were not founded in rock as the others were. One of the 4 piers had settled several inches, making the bridge extremely hazardous for travel. The allowable live load weight was decreased dramatically and all 4 piers were reinforced by underpinning.

### **History:**

**When Built:** 1909,

**Why Built:** local transportation needs

**Who Built:**

**Why Altered:** to improve structural stability

Was this bridge built as part of an organized bridge building campaign: no

**Surveyor Analysis:**

**This bridge may have NR significance for association with:**

☐ A Events    ☐ B Person  
☐ C Engineering/Architectural

**Was this bridge constructed in response to significant events in Maryland or local history:** It is likely that the original 1909 bridge was built to replace an older less stable structure, and may be directly related to the Western Maryland Railroad.

**When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area:** The original structure probably did have a significant impact on the development and growth of the area surrounding Williamsport, both on the Maryland and West Virginia sides of the Potomac River.

**Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district:** no

**Is the bridge a significant example of its type:** Bridge 21001 (2100100) is a significant example of a welded plate girder of above average length. However, it was rehabilitated in 1980.

**Does the bridge retain integrity of the important elements described in the Context Addendum:** The 1980 plate girder bridge does retain all of its original structural elements, therefore retaining its integrity.

**Is the bridge a significant example of the work of the manufacturer, designer, and/or engineer and why:** It is of above average length, and could be considered an unique example of a plate girder bridge erected by the State Roads Commission in the late 20th century.

**Should this bridge be given further study before significance analysis is made and why:** No, this structure does not warrant further study.

**Bibliography:**

Greiner, Inc.

1995 Historic Bridge Inventory Form.

Spero, P.A.C. & Company, and Louis Berger & Associates

1994 Historic Bridges in Maryland : Historic Bridge Context.

State Highway Administration

v.d. Bridge Inspection Files.

United States Geological Survey

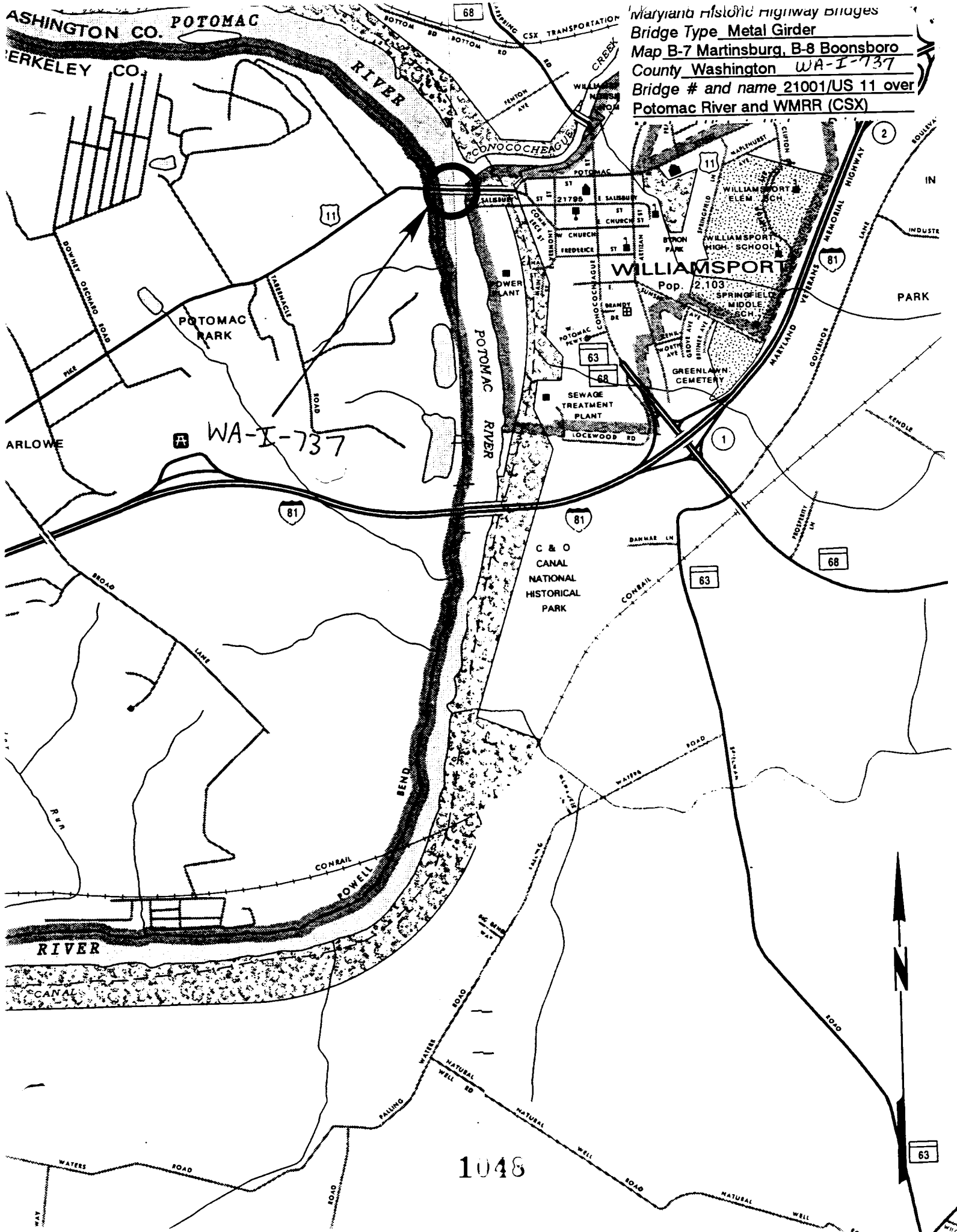
1979 7.5' Williamsport Quadrangle.

**Surveyor:**

**Name:** Stephanie L. Bandy **Date:** September 1995

**Organization:** State Highway Admin. **Telephone:** (410) 321-2213

**Address:** 2323 West Joppa Road Brooklandville, MD 21022



Maryland Historic Highway Bridges  
Bridge Type Metal Girder  
Map B-7 Martinsburg, B-8 Boonsboro  
County Washington WA-I-737  
Bridge # and name 21001/US 11 over  
Potomac River and WMRR (CSX)







A black and white photograph showing a concrete barrier or wall. On the right side of the barrier, there is a license plate that reads "1979" and "2003" below it. To the right of the license plate, there is a metal post or pole. In the background, there is a chain-link fence and some bare trees. The ground in the foreground appears to be asphalt or concrete.

1979

2003

WA 1 27 (3R#2100110) 21221

POTOMAC RIVER & W. MD. ST. ROAD

WASHINGTON D.C.

FRANKLIN

2122105

S. H. A.

DATE RIDER 12-27-57

2 OF 3



2/22/95

2 OF 3